

MEPHAM, S. et al.
Appl. No. 10/089,438
February 27, 2004

AMENDMENTS TO THE DRAWINGS

The attached are replacement sheets for formal Figures 3-9.

Attachment: Replacement Sheets (3)

The diagram illustrates a hydraulic system for a vehicle suspension. A central accumulator (30) is connected to two valves, Valve 1 (left) and Valve 2 (right). The system pressure is indicated by a line labeled "System Pressure". The left side of the vehicle chassis is labeled "RAIL 1, LEFT". The right side is labeled "RAIL 1, RIGHT". The central part of the chassis is labeled "CHASSIS". The diagram shows various components including: 30 (Accumulator), 32 (Valve 1), 34 (Valve 2), 36 (Left Rail), 38 (Right Rail), 40 (Left Rail Assembly), 42 (Right Rail Assembly), 44 (Left Rail Assembly), 46 (Right Rail Assembly), 48 (Left Rail Assembly), 50 (Right Rail Assembly), 52 (Left Rail Assembly), 54 (Right Rail Assembly), 56 (Left Rail Assembly), 58 (Right Rail Assembly), 60 (Left Rail Assembly), 62 (Right Rail Assembly), 64 (Left Rail Assembly), 66 (Right Rail Assembly), 68 (Left Rail Assembly), 70 (Right Rail Assembly), 72 (Left Rail Assembly), 74 (Right Rail Assembly), 76 (Left Rail Assembly), 78 (Right Rail Assembly), 80 (Left Rail Assembly), 82 (Right Rail Assembly), 84 (Left Rail Assembly), 86 (Right Rail Assembly), 88 (Left Rail Assembly), 90 (Right Rail Assembly), 92 (Left Rail Assembly), 94 (Right Rail Assembly), 96 (Left Rail Assembly), 98 (Right Rail Assembly), 100 (Left Rail Assembly). Letters A, B, C, and D are used to label specific parts of the chassis and rail assemblies.

RAIL 4, RIGHT

This diagram shows the right half of the rail assembly. Key components labeled include: 50 (top left housing), 70 (top left contact), 62 (top left contact), 58 (top left contact), 60 (top center contact), 45 (top right contact), 64 (top right contact), 72 (top right contact), 52 (top right contact), 48 (top right contact), 42 (top right contact), 73 (top right contact), 56 (top right contact), 32 (center contact), 34 (center contact), 28 (center contact), 26 (center contact), 24 (bottom center contact), 46 (bottom left contact), 71 (bottom left contact), 54 (bottom left contact), 40 (bottom left contact), 44 (bottom left contact), 40 (bottom center contact), 44 (bottom center contact), 28 (bottom center contact), 26 (bottom center contact), 46 (bottom right contact), 71 (bottom right contact), 54 (bottom right contact), 40 (bottom right contact), 44 (bottom right contact), 40 (bottom center contact), 44 (bottom center contact), 28 (bottom center contact), 26 (bottom center contact).

Fig. 6



4/5

RAIL 2, MIDDLE LEFT

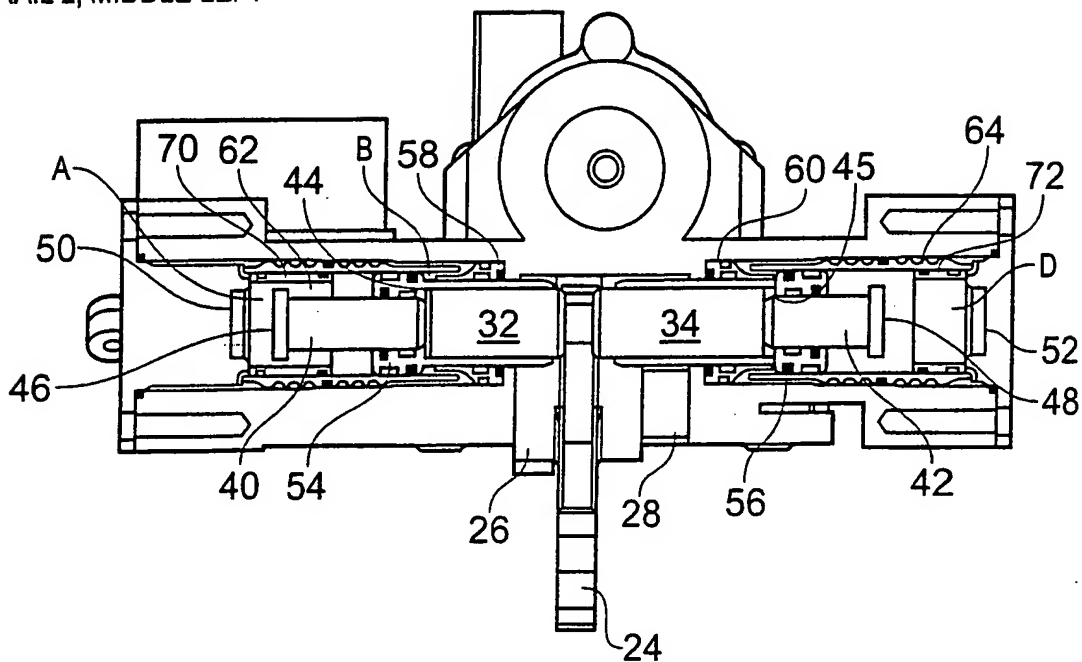


Fig. 4

RAIL 3, MIDDLE RIGHT

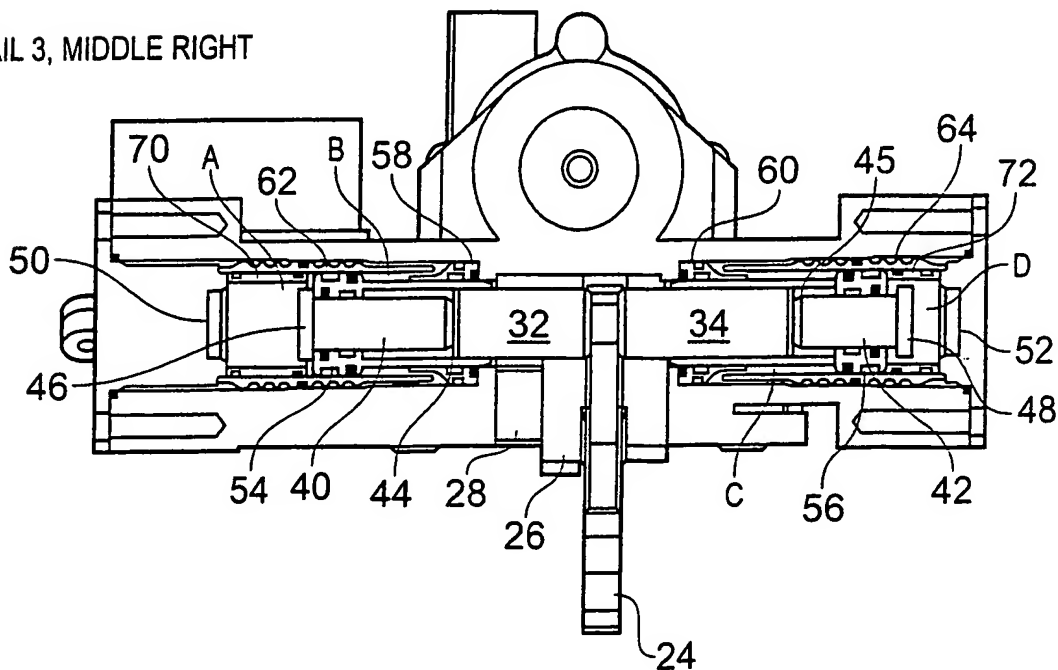


Fig. 5

